

IF YOU VISIT
THE CINEMAS
frequently
and your eyes get tired,
you should be fitted with
accurate glasses.
FOR YOUR EYES' SAKE
N. LAZARUS
OPTICIAN
2, Queen's Road, Central, Hongkong.

The China Mail.

ESTABLISHED 1845

October 7, 1920, Temperature 78.

Barometer 29.86

Rainfall 2.00 inch.

Humidity 86.

October 7, 1919, Temperature 76

JEYES



No. 18,075

四拜禮

號七月十年十二百九千一英

HONGKONG, THURSDAY, OCTOBER 7, 1920.

日六廿月八申庚九歲年九國民華中

PRICE \$3.00 Per Month

BUSINESS NOTICES

WATSON'S DRY GINGER-ALE.

FRAGRANT, AROMATIC, DRY.

Its "Dryness" is a feature which has helped to give this drink the popularity it so well deserves.

Pints \$1.25 Per Dozen.
Splits 80 cts. " "

A. S. WATSON & CO., LTD.,
AERATED WATER MANUFACTURERS.
TELEPHONE 436.

DRAGON MOTOR CAR CO.

(THE EUROPEAN GARAGE).
BRITISH CARS ARRIVING SHORTLY:

Ruston-Hornsby touring car.
Armstrong-Siddeley touring car about end of November.
Tels. 482 & 3542. Garages in Hongkong and Kowloon.

THE MOTOR UNION INSURANCE COMPANY, LIMITED.
AND
THE UNITED BRITISH INSURANCE COMPANY, LIMITED.
FIRE, MARINE, LIFE and MOTOR ACCIDENT.
For Rates and Particulars apply to the General Agents
UNION TRADING CO., Prince's Building.

BANQUE INDUSTRIELLE DE CHINE (A FRENCH BANK)

Capital Paid-up and Surplus... Fcs. 105,000,000.00

The organisation of the Bank enables it to open CURRENT ACCOUNTS, SAVING ACCOUNTS and to accept FIXED DEPOSITS in local currency and ANY FOREIGN CURRENCY.

These accounts and deposits may be converted AT ANY TIME without ANY CHARGE in ANY OTHER CURRENCY.
Apply for terms and particulars
BANQUE INDUSTRIELLE DE CHINE,
(HONGKONG BRANCH)
Queen's Building, 5, Chater Road.

YEE SANG FAT CO.

A
Complete Line of
NEW
SEASON
GOODS

Just Arrived.

TAILORS
Diss Bros
ALEXANDRA BUILDING, HONGKONG. TEL. No. 2242.

DONNELLY & WHYTE.
WINE MERCHANTS.
Tel. 436. Tel. 838.

THE DOLLAR.

To-day's closing rate 4/0
To-day's opening rate 4/0

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

POLAND'S WARS.

LONDON, October 4th.
There is no confirmation obtainable in London so far of the Warsaw report of the Polish-Lithuanian armistice having been concluded. On the contrary, according to the latest Lithuanian information, severe fighting was going on on Saturday and heavy casualties were sustained on both sides. Neither had the Lithuanian Government accepted nor suggested the Polish demarcation line which it considers unjustifiable.

WARSAW, October 4th.
The Polish-Lithuanian armistice has been concluded, but the demarcation line is not yet known.

LONDON, October 5th.
(The Times) Riga correspondent says that prospects are considered bright, although much depends on the development of the internal situation in Warsaw and Moscow. The Poles have delivered a considered reply to M. Joffe's terms. The Reds agreed to eliminate all reference to East Galicia in the treaty. It is declared that a peace meeting between M. Joffe and M. Dombiski have led to an understanding on all the main points.

GENERAL WRANGEL'S CAMPAIGN.

LONDON, October 5th.
General Wrangel's operations in South Russia have again assumed importance where the situation is apparently developing most rapidly and a move to the line Ekaterinodar-Rostoff, appears imminent, simultaneously with the wide-spread reports, headed by General Makhu. Apparently, the famous guerilla leader, who has already advanced to Lovovja-Slaviansk-Kramatorsk in the Donetz basin, has reached Kramatorsk on the Don river. The move is said to be a preparation for a big Wrangel advance as the capture of Lovovja and Slaviansk cuts the Bolshevik main communications from their big base in the Kharhoff to Rostoff area, while Ekaterinodar is menaced from the rear.

General Wrangel announces that prisoners so far counted number 16,000 in the Volgograd area and that he has received a joint nineteen miles west of Mariupol, taking 600 prisoners. Meanwhile M. Trocky's latest trumpet call reveals the greatest anxiety as regards the southern front, and declares that it must be liquidated before winter.

TRADE DEPRESSION.

LONDON, October 4th.
It appears that trade depression is setting in quicker than was anticipated. The Phoenix Steel Works at Sheffield have notified retrenchment to a thousand workers, owing to shortage of orders. Other manufacturing firms are expected to follow. There are 3,000 workers, principally women, unemployed at Cardiff. Considerable unemployment is reported from the Black Country. Hundreds of operatives were discharged on October 2nd.

STRIKE THREAT.

LONDON, October 4th.
The text has been issued of the miners' ballot form. The men are asked to vote either for or against the mine-owners' offer.

WALL STREET OUTRAGE.

PITTSBURGH, October 4th.
A man, named Zelenka, from Brooklyn, has been arrested for having in his possession a quantity of dynamite, after a furious resistance. It is believed many arrests in New York and Brooklyn will follow. It is reported that Zelenka left Brooklyn an hour after the recent Wall Street explosion, and remarked to his fellow passengers, "See what we did in Wall Street. Next time, it will be a bigger and more terrible explosion."

PRESIDENT WILSON'S APPEAL.

WASHINGTON, October 4th.
President Wilson's first election campaign appeal direct to the people urges the electors to endorse the League of Nations, and declares that the whole world awaits the verdict of America in November. The assertion that Article X of the Covenant will enable other nations to lead the United States into war is absolutely false. The Covenant in no way impairs the right of Congress to declare or not to declare war, according to its own independent judgment.

GERMANS RELEASED.

LEAVENWORTH (KENTUCKY), Oct. 5th.
Herr von Bopp and Dr. von Schack, formerly German Consul and Vice-Consul at San Francisco, respectively, were released on October 4th on parole, and it is believed will return to Germany. They were confined in San Francisco in 1918 and sentenced to 5 years' imprisonment for violating American neutrality by endeavouring to foment a revolution in India for the purpose of embarrassing Great Britain in war time.

EX-SERVICE MEN.

LONDON, October 4th.
Earl Haig, addressing a representative Glasgow meeting, appealed for support for ex-service men by providing work for able-bodied men and money for the disabled. He referred to the formation of the Officers' Association, but added that it was his aim to see a great united Empire organisation. He is attending conferences at Leicester in November in that connection and will visit Cape Town in Spring.

TURKISH FINANCES.

CONSTANTINOPLE, October 4th.
British, French and Italian delegates on board the Administration of the Ottoman Public Debt assume control of Turkey's finances from to-morrow.

PANAMA CANAL.

ALL RECORDS BROKEN.

LAST YEAR'S TOLLS OVER \$8,000,000.

In the volume of traffic passing through the canal and in the amount of tolls collected the Panama Canal during the fiscal year from July 1, 1919 to June 30, 1920 shattered all previous records. A total of 2,478 ships passed through the canal during the twelve months period, and paid more than \$8,000,000 for the service.

A total of 2,478 commercial ships made the transit, as compared with 2,025 in the fiscal year ending June 30, 1919; 2,130 in the fiscal year 1920, and 1,134 in the calendar year 1919.

The number of commercial ships passing through the canal in the fiscal year 1920 was about two-fifths above the average traffic for the period of canal operation. It was approximately one-sixth greater than the number of ships in the previous record year (1918) and a fifth greater than the number in the fiscal year 1919.

Of the 2,478 commercial ships making the transit in the past fiscal year 1,150 were bound from the Atlantic to the Pacific and 1,288 from the Pacific to the Atlantic.

The aggregate net tonnage of the commercial ships passing through the canal in the fiscal year 1920 was \$545,633 tons, according to the Panama Canal rules of measurement. Of this, 4,168,873 tons went from the Atlantic to the Pacific and 4,376,780 tons from the Pacific to the Atlantic. In the fiscal year 1919 the aggregate was 6,131,575 net tons.

The cargo carried through the canal by the commercial ships in the fiscal year 1920 totalled 9,374,499 tons of 2,240 pounds. Of these, 4,092,516 tons were bound from the Atlantic to the Pacific and 5,281,983 tons from the Pacific to the Atlantic. The aggregate cargo in the preceding fiscal year, carried by commercial ships, was 6,877,649 tons.

In addition to the traffic of commercial ships, 266 vessels passed through the canal in the service of United States Government without the payment of tolls. These were practically all army and navy vessels, they carried a total of 365,898 tons of cargo.

In revenues and in earnings in excess of expenses of operation and maintenance new records were likewise established during the fiscal year. The summation of charges has not been completed in detail, but the figures indicate aggregate revenues approximating \$8,000,000 during the year. Expenses of operation and maintenance, including a proportion of overhead in which are the expenses of civil government, hospitals, quarantine and sanitation, the executive department, the accounting department, the Washington office, the operation and repairs of storehouses and quarters, lighting of streets, operation of water and sewer systems and roads, etc., total about \$6,500,000. This indicates an excess of about 2,150,000 dollars.

No profit has been made in a commercial sense, since there is no consideration here of interest charges on the investment or of the depreciation of the plant. The previous record for a year for revenues was made in the fiscal year 1918 in an amount of 6,411,843.28 dollars. In that year the excess of revenues over expenses amounted to 491,500.34 dollars, being greater than that in any fiscal year prior to the fiscal year 1920.

In the fiscal year 1919 revenues amounted to 6,354,016.98 dollars, and the earnings above the cost of maintenance and operation were 211,822.21 dollars.

To the beginning of the fiscal year 1920 the excess of expenses over revenues had made a deficit in the account amounting to 4,613,990.75 dollars. This deficit will be decreased to about 2,500,000 dollars by the earnings in the fiscal year ending June 30, 1920.

Tolls constituted about 96 per cent. of the revenues. Other items are licences and taxes, court fees and fines (about 150,000 dollars), and profits on the business operations of the canal adjuncts. The latter item amounts to about 200,000 dollars for the fiscal year 1920, and is on operations in which the expenditures were over 14,000,000 dollars.

When the canal was opened to shipping in 1914 the United States

SUNSHINE AND COMMON SENSE.

DON'T doctor your blood for rheumatism. Use an external application of Chamberlain's Pain Balm. In a few days it will get you up and out into the sunshine, then Nature will restore the red blood to your veins and soon rid the system of this troublesome disease. For sale by all Chemists and Storekeepers.

COMPANY MEETING.

CANTON INSURANCE OFFICE, LTD.

An extraordinary meeting of the members of the Canton Insurance Office, Ltd., was held to-day at the offices of Messrs. Jardine, Matheson and Co., Ltd., at noon.

The Hon. Mr. John Johnston presided and there were present Sir Robert Ho Tung, Mr. G. W. Barton, Mr. T. E. Pearce, Mr. A. H. Compton, Mr. F. C. Hall (Acting Secretary), Mr. D. V. Stevenson (Solicitor), Messrs. Ho Leung, J. Arnold, A. Murdoch, Lo Man Hin and J. Bell Irving.

The Chairman: Gentlemen, there being a quorum present I will ask the Secretary to read the notice convening the meeting.

The notice having been read the Chairman said: Gentlemen,—This meeting is called in order to confirm the resolution which was passed at the extraordinary general meeting of the Company held on the 21st ultimo, having for its object the adoption of the revised set of articles, copies of which have been open to the inspection of shareholders. I do not think that it is necessary for me to say anything in explanation of this resolution and with your permission I will now put it to the meeting. I now propose—

That the resolution passed at the extraordinary general meeting of the Company held on the 21st September, 1920, that the new articles contained in the printed document submitted to the meeting and for the purpose of identification subscribed by the Chairman thereof be, and the same are hereby approved, and that such new articles be, and they are hereby adopted, as the articles of the Company in substitution for, and to the exclusion of, all the existing articles thereof.

be confirmed as a special resolution.

Mr. J. Arnold: Mr. Chairman, I have much pleasure in seconding that resolution.

The Chairman: The resolution has been proposed by myself and seconded by Mr. Arnold. Will those in favour kindly vote in the usual manner? Against? Carried unanimously. That is all the business gentlemen. I think you for your attendance.

LATEST SHIPPING NEWS.

ARRIVALS.

The s.s. "Taksang," Capt. D.W. Ritchie, 977 tons, arrived this morning at 6.55 a.m. from Manila with 308 tons, of old iron and general cargo.

The s.s. Saichow," Capt. Forster, 745 tons, arrived this morning at 8.45 a.m. from Hongkong.

DEPARTURES.

The s.s. "Sunning," Capt. Wavell, sailed for Shanghai at noon to-day with 1000 tons of general cargo.

The s.s. "Hock Lee," Capt. Guerrero, sailed for Swatow at 5.30 p.m. to-day with 120 tons of general cargo.

The s.s. "Shun Cheong," Capt. Leong Shau Kong, sails for Kwong Chow Wan at 9 p.m. to-day with 200 tons of general cargo.

CLEARANCES.

The s.s. "Devawongse," Br., cleared to-day and will sail for Saigon at 10 a.m. to-morrow.

The s.s. "Hangsang," Br., cleared to-day and will sail for Shanghai via Swatow at 9 a.m. to-morrow.

States possessed 2,027,000 tons of seagoing vessels. America's part in shipbuilding during the war more than quadrupled her seagoing tonnage. The importance of the water way to a country having almost 10,000,000 tons ocean-going ships is indicated by the distance saved in voyages. It cut the voyage between New York and San Francisco about 8,000 miles, and these ports are only two of forty-one important American ports on the Pacific Gulf, and Atlantic, sides of the canal.

The canal, for example, reduced the water route from Callao, Peru, to New York from 9,769 miles to 3,779 miles. It brought Manila more than 5,000 miles nearer to New York and eliminated some 3,700 miles from the Australian-New York route.

The canal cost about 378,000,000 dollars.

BUSINESS NOTICES

J. T. SHAW

TEL. 692

PURE WOOL UNDERWEAR

IN ALL WEIGHTS

JAEGER AND MORLEY'S

HIGH GRADE UNDERWEAR

FOR PERFECTION OF FINISH, QUALITY OF WOOL, AND BEING UNSHRINKABLE, WITHOUT DOUBT THE VERY BEST OBTAINABLE.

ALSO STOCKED IN SILK & WOOL

ALL SIZES

SPECIALIST IN MEN'S WEAR
NEXT DOOR HONGKONG HOTEL.

WE NOW HAVE LARGE SUPPLIES OF

BEE TLE VIRUS.

HARMLESS TO DOMESTIC ANIMALS, SAFE AND CLEANLY TO USE, BUT MOST EFFECTIVE IN THE

EXTERMINATION OF COCKROACHES.

OBTAINABLE FROM

TEL. 345. THE PHARMACY TEL. 346.
FLETCHER & CO. 22, QUEEN'S ROAD.

J. ULLMANN & Co.

French Firm, Established 1860.

Quality, Variety, Perfection.

THE GENERAL ELECTRIC CO. OF CHINA LTD.



HEATING APPARATUS

KETTLES, IRONS, HOT PLATES,
COFFEE PERCOLATORS, SAUCE PANS.

A LARGE SELECTION. MODERATE PRICES.

QUEEN'S BUILDINGS. TEL. 518, HONGKONG.

CAPE WINES.

CLARET

DRACKENSTEIN (Hock Style)

SAVIGNON BLANC (Hock Style)

CALDBECK, MACGREGOR & CO., LD.

15, QUEEN'S ROAD, CENTRAL. TEL. 75.

THE HANDLEY PAGE

MULTIPLE ENGINED BIPLANES

HANDLEY PAGE LTD.

Orrickwood, London, N. W. 2.

Sole Agents for China:

PEKING SYNDICATE LTD.,

Peking

Sub-Agents for Hongkong and South China:

W. R. LOXLEY & CO.,

Hongkong

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions.

THIS Underigned have received in-
structions to sell by Public Auction,on
FRIDAY, October 8, 1920,

commencing at 11 a.m.

at their Sales Rooms, Duddell Street,

A Quantity of

Wellon & Tweed Suit Lengths

and Overcoatings,

And

30 Pairs Gent's Boots & Shoes.

Terms:—Cash on delivery.

On view from Thursday, the 7th inst.

LAMMERT BROS.,

Auctioneers.

Hongkong, October 5, 1920.

on

SATURDAY, October 9, 1920,

commencing at 11 a.m.

at their Sales Rooms, Duddell Street,

A Quantity of

Congoleum (Linoleum)

On view now.

Terms:—Cash on delivery.

LAMMERT BROS.,

Auctioneers.

Hongkong, October 5, 1920.

on

THURSDAY, October 14, 1920,

commencing at 2.30 p.m.

at their Sales Rooms, Duddell Street,

A Quantity of

Valuable Household Furniture,

Comprising:—

Blackwood chairs, teapots, tables,

flower stands, stools, tapestry covered

sofa, & easy chairs, card tables, writing

tables, ornaments, pictures, brass ladder

fire brasses, carpets, rugs, etc., etc.

Teak extension dining table and

chairs, teak sideboard with bevelled

mirrors, teak dinner wagon, occasional

chairs, teak overmantel, electric table

lamps, etc., etc.

Also

1 12-bore Sporting Gun,

1 14-bore do

1 Motor Bicycle.

On view from Wednesday, the 13th

inst.

Catalogues will be issued.

Terms:—Cash on delivery.

LAMMERT BROS.,

Auctioneers.

Hongkong, October 6, 1920.

FOR SALE.

Very Valuable Chinese Porcelain

and Curios,

comprising:—

2 Very fine Celadon Vases, Sung.

2 Sealed jars, Sung.

1 Pair Very fine Porcelain Vases, Sung.

1 Fine Wood Carving, Ming.

2 Very fine stone Statues, Har.

1 Blue and white vase, Ming.

1 Sealed jar, Sung.

1 Porcelain Ornament, Sung.

1 Sealed jar, Ming.

1 Blue and white vase with

peach bloom decorations,

Yunghing.

1 Porcelain jar, Sung.

1 Celadon jar, Sung.

1 Glazed bowl, Sung.

1 Pottery ornament, Sung.

1 Powder Blue vase with

Sealed decorations,

Kanghi.

N.B.—The above may be viewed be-

tween 9 a.m. to 5 p.m. at

Messrs. LAMMERT BROS.,

No. 3, Duddell Street.

FOR SALE

MILNER'S SAFES

Apply to

LAMMERT BROS.,

Duddell Street.

JUST ARRIVED

LATEST TRIMMING

STRAW HATS

CASSIM AHMED.

Milliners & Drapers.

22 & 24, Wellington Street.

Branch 28, Nathan Road, Kowloon.

Agents for

Diamond Dyeing

and

Drycleaning Co.

INTIMATIONS

YOU CANNOT AFFORD TO
BE WITHOUT THEM.JUST received a large Consignment
of (1) LACTOGEN the most digestive
food for Infants which keeps good in
quality during Hot weather (2) LAC-
TOSE (Milk Sugar) for sweetening the
foods of Infants and Dyspeptics (3)
MILFORD-McGRATH FLUID INSEC-
TICIDE the Best Fluid for destroying
Flies, Mosquitoes, Bugs, Flies and all
other Insect Pests in Summer days, and
(4) JOHN CAHILL'S GOLDEN
FLEECE, MAGIC and CINDERELLA
SOAPS for keeping everything clean in
Houses.PRICES are Very Moderate. In-
spection and Enquiries are cordially
invited.

SHIU FUNG TAI & CO.,

Sole Agents for Hongkong and South China.

No. 47 & 48, Cross Street, Central, Hongkong.

Telephone No. 1271.

理代泰二

FOR HOUSEHOLD

ECONOMY

USE

HOME-GROWN

VEGETABLES

—

JUST RECEIVED

NEW SUPPLY OF

SEEDS

—

GRACA & CO.,

No. 10, Wyndham Street,

P.O. Box 620, Hongkong.

JAPANESE MAKERS.

Every kind of Footwear.

MADE

TO

ORDER

—

CHERRY & CO.,

PEDDER STREET,

Opposite Hongkong Hotel

Telephone No. 431

Hongkong, March 20, 1914.

MESSAGE HALL

Messages from Nagasaki, Japan, School.

Mrs. BAN INOKUCHI

15, No. 1064, 25, Stanley Street,

1st Floor.

THE NEW FRENCH REMEDY.

THERAPION NO. 1

THERAPION NO. 2

THERAPION NO. 3

15, 1064, 25, Stanley Street,

1st Floor.

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THERAPION NO. 2

THERAPION NO. 3

15, 1064, 25, Stanley Street,

1st Floor.

A Life of Agony
Backache. Positively Cured
After 10 Years.

Rheumatism and backache are two of the most common and troublesome complaints in the country today. They are the result of a general weakness of the system, and are often the forerunners of more serious diseases. It is a common mistake to suppose that these ailments are the result of a local injury, and to try to cure them by local treatment. The only way to cure them is to strengthen the system as a whole.

It is a common mistake to suppose that these ailments are the result of a local injury, and to try to cure them by local treatment. The only way to cure them is to strengthen the system as a whole.

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Mr. G. T. GOODALL, (then Port.)

Mr. G. T. Goodall, of the Port, writes: "I was suffering from backache and rheumatism for ten years. I tried every remedy, but nothing helped. I was in great pain and could not do my work. I was advised to try De Witt's Kidney and Bladder Pills. I bought a box and took it. After a few days, I felt better. After a week, the pain was gone. I was able to do my work again. I have not had any more trouble since. I am now in good health and feel like a new man. I can only say that De Witt's Kidney and Bladder Pills are the best remedy for backache and rheumatism. I have recommended them to many of my friends, and they have all been cured. I am now a strong and healthy man, and I am able to do my work again. I am now in good health and feel like a new man. I can only say that De Witt's Kidney and Bladder Pills are the best remedy for backache and rheumatism. I have recommended them to many of my friends, and they have all been cured. 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THE CHINA MAIL.

WATSON'S
DRY GINGER-ALE

FRAGRANT, AROMATIC, DRY.

Its "Dryness" is a feature which has helped to give
this drink the popularity it so well deserves.Pints \$1.25 Per Dozen.
Splits 80 Cts. " "

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Wm. **Powell** Ltd.
TELEPHONE 346NEAT AND ATTRACTIVE
FOOTWEAR.THESE TWO PLEASING QUALITIES
ARE ALWAYS TO BE FOUND IN THEWICHERT
MODELS.A SHOE FOR EVERY
OCCASION.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE"

HONGKONG, THURSDAY, OCT. 7, 1930.

THE INDO-CHINA MEETING
AND THE MARINE
GUILDS.

The horrid thought has come to us over-night that a considerable section of our public may be more than interested in the effect of the Indo-China meeting upon the market than in the principles involved. For them we cannot write. The financial position of the company is so strong that they ought to be satisfied and content. But as already indicated, such considerations are not for us. The moralist can have no mercenary concern. If we have to look at the financial position of this company, it is with quite another motive. We have to ascertain if it can afford to be just, if it can afford to pay more to its men than a true wage, and so on. For while we have views of what constitutes a fair wage, we recognize that in certain conditions business concerns cannot be expected to pay such. The Indo-China shipping company is very prosperous, its only anxiety what may happen, and of course, that may not. The contingency is more remote, infinitely less real; than the rich reserves they have amassed. A company strong enough to underwrite its own vessels, and increase its underwriting account, to add a sinking fund to its building reserve, and to redeem all its debentures from surplus, is not in a position to plead disability to pay a fair wage.

This matter of a fair wage very much depends on point of view. We have seen how the pension concession has been bargained upon, inaugurated in 1917, and only now, in 1930, provided for. To be told that in eleven years a shipmaster draws \$83,000, and that this shows he is "sufficiently well paid," is pure point of view. When we reckon it out into a monthly wage, it looks like \$628 a month. When we think what a shipmaster has to learn and be and do for that, and then of the much easier and more generous rewards of commerce, it is easy to conceive another angle of observation. But after all, that would be to obscure the real objective of the Guild, just as the chairman did. Many of the older members, especially those

that the Guild's representation to the contrary, and their objection to such "button holding," amount to "unwarranted interference between employer and employee." What are we to say of that? What can we say, without seeming unnecessarily offensive? It argues an unconsciousness as regards facts and conditions perfectly well known, by which we are dumfounded. The private meeting was an impromptu, as we remarked at the time, and rather reproached those who attended. It was an unwarranted and ill-advised interference between the members and their constituent representatives. It made a "scrap of paper" of the agreement of 1916, by which the employers bound themselves to recognize the Guilds. The Chairman of the Indo-China Company has some private formula of recognition that is all his own. He is prepared to treat with them within limits, but he must determine the limits. For us, as for the Guild, recognition has but one meaning, namely, that the Guild is recognized and accepted as the official spokesman, to negotiate and to be negotiated with. To present to a bunch of elderly skippers, in a private meeting, a set of figures designed to persuade them that the Guild demands are unreasonable, seems to us a "going behind" that is unmistakable. If, as was reported to the Guild, but not mentioned in the speech, there were threats of liquidation, or of change of flag, if the demands were persisted in that makes it an even closer case. The "tone" of the Guild letter, complaining of that meeting as an attempt to tempt the seniors to "rat" from the general body of members, was unimpeachable. Plain English sometimes does wear an unpleasantly appearance, but when truth is the plain issue, the gentlemanly conventions sometimes must be suspended.

It is to be regretted that this meeting came after the Guild officials had left the Colony. We had a sheet of figures compiled after the private meeting referred to, and we had it when we came to write it, as we knew we would. By one of those extraordinary bits of bad luck from which the China Mail has so frequently suffered, that sheet has gone amissing, and until we resume touch with our informant, we have after all, to make shift with the figures of the Chairman. We showed yesterday that on a percentage basis, as worked out by the Company, the floating staff was getting last year 35 per cent. less of the earnings than it got five and more years before. We showed also, still using his figures, that they got seven per cent. less of the net profits. What has that to do with it? Quite so. We realize that such a calculation is irrelevant. We acknowledge it for this reason, that if it is irrelevant one way, it must be irrelevant the other. The same percentages that cannot fairly be used in support of the Guild's claims (and have not been so used) should not have been used at this meeting as if they told against those claims. We always distrust such jugglings with figures, which commonsense has discovered can "prove anything." For instance, why tell the shareholders that wages have risen in the aggregate from \$66,000 to \$248,788 in the same period? That means very little, unless it is at the same time shown that the number of ships and of men and of voyages remained stationary. Did they?

The Guilds are accused of taking "no thought for British prestige in the East," which observation all seems capable of more than one explanation. So far as we are concerned, the men who are working for a decent wage for British seafarers, rather than those who hold that they already are "sufficiently well paid," seem to us to have got British prestige in true focus. Perhaps the tributes paid to the British mercantile marine, from the King downwards, during and since the war, were extravagant. Perhaps such impressive compliments added to their prestige. It does seem to discount that gratitude a bit now, to quarrel with them over a few dollars, and to dub them selfish egotists who take no thought for British prestige. They also are presented in a rather foolish light, if we are to accept literally the statement that half of those whom the speaker interviewed did not know of the Guild demand of June last. The Chairman was careful to assure the public that in summing the meeting in his office he was not "going behind the Guild." This semi-apology comes after a direct accusation to that effect from the Guild officers, and we must enquire how far the known facts permit it to appear ingenious. We learn from the chairman's own words that he spoke to them about matters they had entrusted to their representatives. He gave them an advance statement of concessions about to be granted, and he hoped, that they had reason to think, that they understood that he had stated the case fairly. He says he does not consider that "going behind" the Guilds, and that he does consider

his book feeds mind and body simultaneously, frowning and munching. The knot ogles the typist girls on their way to the ladies' room. Men in government uniforms argue endlessly, letting their food get cold. After thirty-five minutes or so there is a curious and really noteworthy change. To use a Spencerian formula, heterogeneity gives place to homogeneity. The Boys bring matches. Cigars and pipes are produced. The knot with much ritual puts on his cigarette. From every table intense smoke arises, and every male face wears an expression singularly like that of the others. Pensiveness they puff, giving an absurd impression of cows chewing the cud. Tobacco seems to have hypnotized these well fed animals into one synchronous and identical mood. That they will presently scatter to engage again in their various avocations is the last thing one thinks of. Rather do they like to abide eternally in *stille*, like so many Buddhas. But as the minute hand of the restaurant clock comes nearer the pole, there is a heaving. They dribble out as units and as pairs, and leave the place to silence and the bookworm. To him eventually the Boys offer plain hints that it is time to go. No doubt they, too, want the solace of tobacco.

EFFECTS OF TOBACCO ON
WELL-FED ANIMALS.

They come, all sorts and conditions of men, into the tiffin room, in all sorts of moods. Every face tells a story. One is pre-occupied, and scarcely notices the food he eats, or the Boy who brings it. Another is worried, and snaps at the waiter. A third is gay, exchanging with acquaintances across the room nods and winks, and wreathed smiles. The student with

AMERICA AND CHINA.

Really, greatly as we admire America and Americans, our esteem based on knowledge, as first-hand, Washington "gets our goat" at times. Those everlasting Notes. We can understand American loyalty to the Monroe Doctrine, though we think it no longer applicable to the times and conditions. But, as we say, we can understand their feeling towards it, and mitigate our disappointment over aloofness when we look for active interest. Nothing, however, can make us tolerate a party that insists on having it both ways. Such conduct irritates us extremely. If the Monroe Doctrine holds good for Europe, America has why not for Asia? America has set such a good example to the rest, that the inquiry of Peking now reported looks worse to us now than it might have done. How "informal" the inquiry was, it implies a right that does not exist. Of whatever China may arrange with Russia, as a sovereign state to a sister republic, she is not obliged to render an account to America. But the State Department has asked Peking about the reported Chinese acceptance of certain concessions recently advertised as offered by Soviet Russia, in return for "recognition." It is understood that the inquiry is a natural but unduly belated decision, no longer to recognize any diplomatic and consular representatives of a Russian Government that long ago passed out of existence. The concern of other governments, including America, is the right of extraterritoriality, which Soviet Russia is said to be "willing to waive, but which they are not. Some of them seem to fear that the sight of Russians living in Russia without the extraterritorial protection will be an encouragement of the movement for a general abolition of it. It might, if the Chinese rise to the occasion, certainly be a strong argument in favour of it; but that is no reason why China should be bullied, either covertly or overtly, by open threat or by innuendo, by B or C, out of any arrangement with A which A may be ready to make with her. America has the right to refuse recognition to Soviet Russia, but no right whatever to object to other States, China for instance, deciding to grant it. Her own Monroe Doctrine should prevent her assuming such an attitude.

At the beginning of October the German-Australian Steamship Company will resume a regular service between Hamburg and the Dutch East Indies. The first ship will be the "Hamburg," which is of 9,500 tons and is now being completed at the Flensburg shipyard, and this will be followed by the "Harburg" and other vessels which are approaching completion for the Company's account.

MOTOR SHIP IN FLAMES.

ACCIDENT WHILE LOADING.

EXTENSIVE REPAIRS NEEDED.

Considerable damage was done by fire to the motor ship "Lara" belonging to the Asiatic Petroleum Company, while she was loading benzene in Borneo. It seems that before the ship's pipe was properly connected to the shore line the benzene was turned on. Some sparks from the galley funnel came in contact with it and before the pump could be stopped the benzene was after part of the ship. The crew jumped overboard and the Captain had to be sent to a hospital in Dutch Borneo. Some members of the crew were lost. The "Lara" was taken here by the "Trigonia" belonging to the same company. The damaged vessel is at present in Talkoo Docks where extensive repairs will have to be undertaken. The "Lara" is a converted lighter, with the accommodation and engine in the after part which was burned.

SPECIAL CABLE.

CAPTAIN DROWNED.

LIFE FOR ANOTHER.

SAD SINGAPORE FATALITY.

[China Mail Special.]

SINGAPORE, Oct. 6. Captain Kearon, of the Straits Steamship Co., was drowned near the Seaview Hotel yesterday while attempting to save a small boy who had fallen into sea. The child was saved.

LOCAL AND GENERAL.

Mr. J. T. Dobbie, formerly editor of an Irish paper is now editing the *Burbury Herald*, West Australia.

Lieut. A. E. Thompson of the Wiltshire Regt., has been appointed Command Signal Officer, vice Lt. E. Norman, R. G. A.

Among those who left the Colony by the "Columbia" yesterday, were Mr. E. J. Grist, Mr. J. Oram Sheppard, and Mr. J. H. Underwood.

A Bangkok paper states that the British Consul General there has something of interest for a certain Mr. Cyril Christopher Kenny, late Petty Officer of the "Defiance" in H. B. M. Navy and that it will be to his advantage if he communicates with the Consul-General.

It is announced from Peking that the Government intends to follow Russian law as far as possible in dealing with Russian criminal cases, but to employ Chinese law for civil litigation. Reuter's Correspondent says the Government does not intend to abrogate the treaty giving Russians extraterritoriality.

By a marriage celebrated at Bernard Castle (Durham) the other day the bridegroom became his father's brother-in-law, and by the same process he assumed the position of being uncle and nephew to himself. He had married the younger sister of his step-mother, and the latter thereby became his sister-in-law.

On September 4, Francis D. Lewis, chief officer of the steamer "Rajah of Sarawak," which had arrived from Java and Singapore walked off the vessel on to the wharf at Fremantle, when he was seen suddenly to collapse. He was immediately conveyed to the public hospital, but died before reaching that institution from heart disease.

Mr. A. B. Voules, acting Judicial Commissioner F.M.S., will act as Chief Secretary during the absence of the Hon. Mr. F. Seton James C.M.G., Chief Secretary for the F.M.S. Mr. Voules, it may be mentioned, has been connected with the F.M.S. since 1892; in 1913 he was seconded for service in the Straits and became Solicitor-General at Penang.

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The Japanese ship "Nankai Maru," which arrived at Singapore from Vladivostok had on board some 1,500 Germans and Austrians bound for Hamburg. The funnel of the ship was adorned with the German colours, while on the after mast was flying the German flag. On the forward mast a Japanese Company's flag. This is the second German flag seen on a ship in Singapore since 1914.

It is understood that Lowu Camp is to be opened on November 27 next, and has been allotted from that date to December 13 to the Hongkong Volunteer Defence Corps. The Artillery and Engineer Companies will be mobilised for one week-end and the Machine Gun Company and the Infantry Battalion will have an annual camp with a minimum attendance of three days. The camp for the Reserve Company is optional.

A round-the-world cruise is being planned at New York to promote the sale of American goods in foreign markets and the liner "Von Steuben," formerly the German commerce raider "Kronprinz Wilhelm," has been purchased for \$1,500,000 to be used for the enterprise. It is further reported that accommodations will be provided on the steamer, which is to be renamed "United States," for representatives of 700 manufacturers who will accompany their exports and exhibit them in foreign ports. Starting from New York on January 15, it is proposed to visit Buenos Aires, Wellington, Melbourne, Sydney, Yokohama, Hongkong, Singapore, Batavia, Rangoon, Calcutta, Colombo, Bombay, and European ports.

CORINTHIAN YACHT CLUB.

TO BE WOUND UP.

EFFECT OF RECLAMATION SCHEME.

The Corinthian Yacht Club held its annual meeting at the Club House yesterday afternoon, when Mr. G. G. Wood (Commodore) presided and with him were Messrs G. A. Burn (Secretary), Ainslie (Treasurer), R. J. Dixon and J. H. Cookhaas.

The business included the consideration of the following resolutions:—
1.—That the Hongkong Corinthian Yacht Club be wound up, the assets realised and the proceeds of sale of the assets be applied to the payment off of the outstanding debts and debentures of the Club.

2.—That the offer of the Government to pay to the Hongkong Corinthian Yacht Club such a sum of money over and above the sum realised from the sale of the assets of the Club as may be required to redeem any outstanding debentures of the Club be accepted, and that such be applied to that purpose.

The notice stated—"Owing to the Praya Reclamation Scheme, it will be very shortly necessary to vacate the present plot of ground, foreshore and premises occupied by this Club. I enclose a statement of accounts of the Club up to the end of the financial year, the 31st July, 1930, from which it will be seen that the finances of the Club are in a very poor way. This is chiefly due to lack of sufficient support and it is generally felt by the active members of the Club that, from a purely yachting and sailing point of view, two yacht clubs in the Colony are not only unnecessary, but add considerably to the cost and expense of yachting. There is a sum of about \$1,020 owing to debenture holders and the assets of the Club are quite insufficient to meet this liability. Your Committee have been in communication with the Government as to the payment to the Club of some compensation for the forced vacation of the premises, and whilst the Government maintains that it is under no legal obligation to compensate the Club, it is willing to offer such a sum as may be necessary to redeem the outstanding debentures after the realisation of the assets of the Club. Your Committee see no alternative but to accept the offer of the Government, subject to the approval of the members, and a meeting will be called in accordance with the attached notice to carry this into effect.

The Chairman stated that the first thing to be considered was to pass the Balance Sheet for last year. As the outstanding features on the expenditure side of the Profit and Loss Account was the sum of money owed to the Club by members, of which the Club hoped to recover as much as possible. On the other side, the bar profits had been very good considering the small number of members using the Club, and the small number of new members the Club had. The prize fund had been cut down to a minimum as compared with previous years. The Club was liable for payment of \$1,019.80. The next item was the Loan Account of Mr. van Andel. During the war the Club was in a low financial position owing to the fact that the majority of the members were on war service. Despite this the Club was kept running, through the good service of Mr. van Andel and his loan. The Club was very much indebted to Mr. van Andel and he (the Chairman) would later explain the best means of paying the loan. Had it not been for Mr. van Andel's loan and his services he (the Chairman) had no doubt that the Club would have closed down three or four years ago. As there was nothing more on the Balance Sheet that called for comment, he asked the meeting if they had anything to ask before he proposed the adoption of the Balance Sheet.

There being no questions, Mr. A. D. Gee seconded the adoption of the Balance Sheet, which was carried unanimously.

The Chairman: The next thing to be considered is probably the most important one. The Club is to be wound up and we have to consider how we are to liquidate our liabilities. As you know, the new reclamation is about to be put in hand. The reclamation in front of this Club will extend to practically 200 yards out from this Club and it practically cuts up the whole of Wanchai Bay. To all intents and purposes it is intended to make a straight line from the Naval Camber to the Jardine's quarters. A reclamation of this magnitude means that there will be no anchorage left on this side. It takes you out to the big moorings and deep water, which is not suitable for small yachts. For some time the Committee have been considering the best means of getting out from this side with a little less, as possible. Some months ago the Government approached the Government as to their intentions, and when the reclamation was likely to be started, and we were informed by them, that the reclamation would start almost immediately, and that we

were to get out of here. The Government have promised us compensation for this building and the Committee have been considering as to how the compensation is to be utilised to redeem debentures and make good any deficit. If we liquidate this Club, sell all the furniture, the slips etc., and lay the Balance Sheet before the Governor, the Colonial Secretary said he would recommend that the outstanding liabilities be defrayed by the Government for taking over the Club building for their own purposes. As you know, we are occupying this piece of ground by paying \$1 annually as squatting fee, but we have also to pay rates and taxes to the Government, which amount to a considerable sum. We have been allowed to remain here by the Government since 1904, and it is a pity that after all these years the Club should have to be closed down. The Club's records will be preserved until it has been definitely decided as to whether we should form another Club, or whether to merge with the Royal Hongkong Yacht Club. There are very few members who are not also members of the R. H. Y. C., and the members have realized that it is expensive to be members of two similar Clubs. The loss of slips will be felt, and no doubt the Royal Hongkong Yacht Club will build slips to replace those of the Club. I think I have explained the situation of the Club to you as clearly as possible and I now put before you the two resolutions which I am sure, we have no option but to pass. In return for the compensation the Government will have this Club, which is in an excellent position for the carrying out of the new reclamation. The Government no doubt realised that by the acquisition of the Club, the necessity of making an office for the reclamation has been eliminated. Being in a central position this Club is eminently suited to their purpose. Now is the opportune moment, before the yachting season starts, to let the Government avail themselves of taking over this building; and for so doing they are to liquidate our debts. I propose the passing of the two resolutions.

Seconded by Mr. A. Course and carried unanimously.

The Chairman: Having passed the two resolutions, the Committee will now put the matter in the hands of the auctioneer. We will have the sale advertised and the Club will be closed down automatically at the end of the month. I understand that as we stand now we have no Committee, the Committee of last year being no longer in existence. It is therefore necessary that there should be somebody to look after the Club's interest during the winding up. I have much pleasure in proposing our hon. Treasurer as Liquidator. Captain Baylis proposed that the old Committee work in conjunction with the Liquidator. Seconded by Mr. Duckworth and carried unanimously.

Mr. Ainslie expressed his thanks for his appointment as liquidator and assured the meeting that he would do his utmost to clear the Club of its liabilities.

The Chairman: I am sorry to say that this is the last meeting of the Corinthian Yacht Club.

Mr. Gee proposed a vote of thanks to the Chairman, the Committee and all officials who had worked for the Club.

The meeting then terminated.

SPORT.

CRICKET.

INTERPORT TRIAL TEAMS.

The following teams have been selected for a trial match to be played on the Hongkong Club ground on Saturday next, October 9 at 3.15 p.m.—

A. Team—W. C. D. Turner (Capt.), Capt. Oliver, Major Edwards, G. R. Sayer, General MacNaughton, F. J. de Rome, Lt. Francis C. Baker, A. E. Wood, A. A. Runjahn, Lt. Hammond, Col. Bowen and W. D. Wilson.

B. Team—R. Hancock, R. E. O. Bird, Capt. Davis, Cpl. Harris, E. R. Reed, Capt. Spink, J. Stalker, Capt. Gray, T. E. Pearce, Major Bagnall, R. R. Macaskill, J. P. Braga and R. D. Evans.

BILLIARDS.

GARRISON INTER-MESS TOURNAMENT.

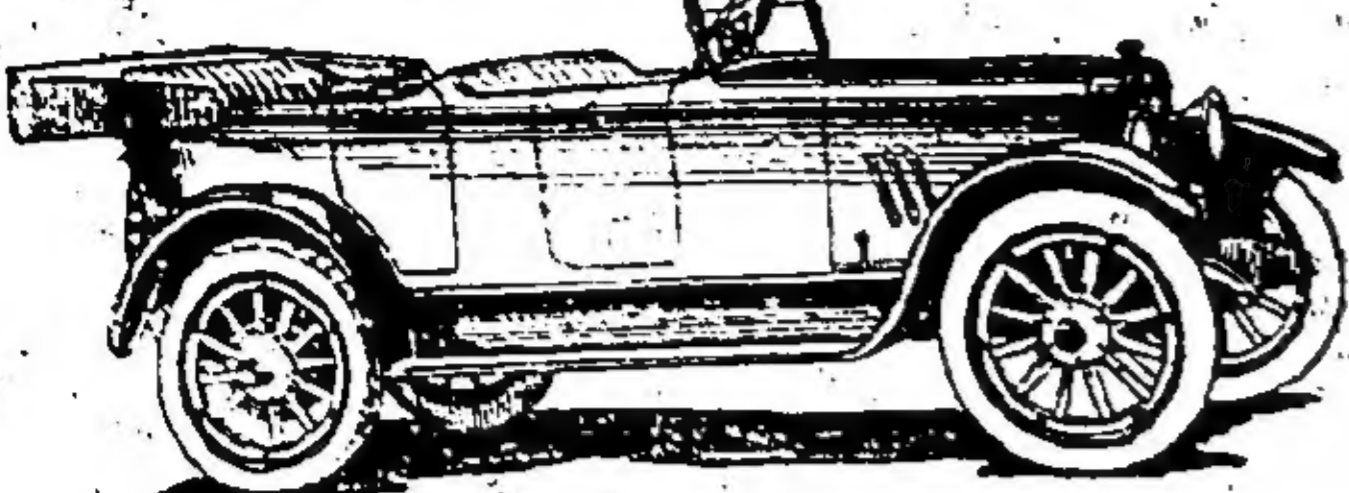
The R. G. A. made a very creditable showing in the Inter-Mess League on Tuesday evening in beating the Garrison Mess by 5 games to 1. The results of the match (the R. G. A. names reading first) were:—

Sgt. Gillard beat Sgt. Major Carter.
R. S. M. Collins beat St. Sgt. Marsh.
Mr. Gnr. Thomas beat Q. M. S. Stanley.
C. S. M. Pragnell lost to Sgt. Major Stroud.
Sgt. Davis beat Q. M. S. Partridge.
C. Q. M. S. Rivers beat Sgt. Scouler.

One imported case of enteric fever, British, was reported yesterday.

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Show Room
Raffles Hotel, 130
West Point Branch 130
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LAWN BOWLS.

INTERPORT MATCHES REVIEWED.

Commenting on the departure from Shanghai of the Hongkong Interport players, the N.C.D. News says that it is interesting to place on record the results of the games played and the scores. It will be noticed that both of the visiting teams did really well when all things are taken into consideration. The Interport match, of course, is the chief item that counts. Club matches are more of the social order, although the keenest rivalry is naturally displayed during the games. The visitors are always at a disadvantage due to strange greens and the absolutely fresh and keen players they meet.

On looking over the results of the Hongkong team's efforts we find that in the Club games they were defeated in two matches by seven points and in the other two by four points, whilst in the Interport only two shots divided them from Shanghai and they won from Hankow by 16. Their performance during their stay must be considered highly creditable, as they were up against the cream of our talent all the time.

Hankow's results are of an entirely different order, but at the same time very good. Although they lost the two Interport matches, they defeated the two leading Clubs and lost to the other two. With the exception of the Interport against Shanghai, and the match against the Lawn Bowls Club (which they won), the margin in scores were fairly wide, all but one reaching double figures. When one remembers that they had to play the same men all the time, not having a chance player, their achievements must be considered remarkable.

Hankow played six matches, won two and lost four, with 99 shots in their favour and 126 against; and Hongkong won one and lost five, with 116 shots for and 124 against.

For the local Clubs, the Junior Golf Club did the best and the Recreation Club next, both Club winning their two matches; the other two lost one each. The Golf Club won by the biggest margin in each case.

The full scores of all matches are as follows:

Interport: Hankow, 18; Shanghai, 23. Hankow, 13; Hongkong, 29. Hongkong, 18; Shanghai, 20. Club Matches: Hankow, 24; Yangtsepoos, 14. Hankow, 18; Lawn Bowls Club, 15. Hankow, 13; Junior Golf Club, 24. Hankow, 13; Recreation Club, 21. Hongkong, 18; Recreation Club, 21. Hongkong, 12; Junior Golf Club, 19. Hongkong, 21; Yangtsepoos Club, 23. Hongkong, 18; Lawn Bowls Club, 22.

A VISITOR'S IMPRESSIONS.

TRIBUTE TO SHANGHAI HOSPITALITY.

The following interesting account of the visit to Shanghai has been supplied by a member of the Hongkong team:

On Sept. 14 we left Hongkong on the "Sui Yang," arriving the following day at Amoy, where we were very kindly received at the Customs and Amoy Clubs by Dr. Lindsay Woods, Captain Bainbridge, Messrs. Tobiasen and Thoresen, and others. Dinner at the King George Hotel proved to be a very enjoyable one followed by a sing song and other amusements.

On Sept. 16, we left Amoy on the "Sui Yang," arriving there on the 18th at 11 a.m. We G. I. Can. Messrs. McMurdo and Shanghai L.A. (President of the At Yee O'Loos Association), were taken the afternoon Lawn Bowls Club the Shanghai where many once course, bow of Shanghai prominent friend game on the interplayed a rink.

Following day when we had in the interport beat the 13, the green was in contradiction that there is no other, reminding one more of an interport match.

Today we played the interport with Shanghai, who won by a most exciting match.

At the finish of the twentieth head the score stood at 18 all and the game had to be stopped for a few minutes in order to allow the large number of spectators to walk to the jack end to see the final head played. There was tense excitement as the bowls were rolled, up, and until Lapsley had bowled his last wood the result was still in doubt. Shanghai fully deserved their win. The whole game was carried through in a most delightful sporting and friendly spirit. The Shanghai players were the first to concede with us for losing the game, which might easily have been the other way about.

In the evening the Hankow and Hongkong teams were entertained to dinner at the Shanghai Club by a large gathering of bowlers representing the Shanghai Lawn Bowls Association and all the Shanghai Lawn Bowls Club. Other visitors were also present. After a most enjoyable repast, the usual toasts and compliments were exchanged, and flags and silver spoon mementoes were presented.

Afterwards we were entertained with a concert in which the talent was of a very high order. It would possibly not be wise to say what time the merry gathering broke up or the time we actually got to bed, but suffice it to add that a very fine evening was spent, and if that was an example of the way the Shanghai bowlers entertain their guests, I should advise everyone to learn to play bowls and come in for some of the good things and good fellowship that exists amongst the bowling fraternity.

On September 21, we were entertained at tiffin at the Recreation Club. We played the Junior Golf Club (Bowls Section) at Hongkew Park in the afternoon. This proved to be a very close and interesting game. We lost.

On September 22, we played the Recreation Club on their green at the race course, and suffered another defeat. In the evening we were entertained to dinner at the Masonic Hall, and afterwards had a billiards match.

On September 22, we played the Yangtsepoos Club at Wayside Park. They won. On the following day (September 24) we met the Shanghai Bowls Club at the race course and were defeated.

Although we lost all these Club matches, the games were very close, and keenly contested. Had the fates decreed otherwise we might easily have won all the contests by a somewhat about the same margin as we lost them. However, it was not to be.

On Saturday, September 25, the bowls cup competition was held at the Shanghai Bowling Club. We all joined with the Club members in a five rink match for cups presented by Mr. Gaines, the Father of Shanghai bowls, who is certainly very worthy of the title, not only on account of his skill at the game, but also for his quiet unassuming and fatherly way of making one feel at home as soon as one meets him. The evening was pleasantly spent at the Junior Golf Club's final dance and concert.

On Sept. 26 a challenge bowls match was played at Yangtsepoos Club, Wayside Park, in which Mr. McMurdo's rink just beat Mr. Simpson's.

The following day was quite an off day. Some played golf, some bowls, and others went to the race meeting at Kinagwah, at which, it is interesting to mention, Kowloon won twice.

On the 28th we were entertained at tiffin in the Shanghai Club and to a Chinese dinner before embarking. The next day we sailed for Hongkong at 11 a.m. After bidding adieu to our many good friends, we left with nothing but happy memories of the kindness and hospitality of the bowlers of Shanghai, with whose names I must couple that of Mr. G. L. Campbell, President of the Shanghai Lawn Bowls Association, and Mr. George Dunlop, the Honorary Secretary. Those who were responsible for our welfare, both in the sport and good fellowship engendered, are too numerous to mention because wherever we went we were met with the same genial hospitality by all. It speaks a great deal for the game of bowls, and I can say without fear of contradiction that there is no other where friendship enters so fully in with real "competition."

On back Monday, Oct. 4, we arrived at Hongkong after a most delightful, enjoyable and most strenuous trip.

FAMINE RELIEF FUND.

A.D.C. PRODUCTION.

DISPOSAL OF ADVANCE TICKETS.

A large number of ladies, as well as leading members of the Chinese community, are actively engaged in the disposal of advance tickets for the forthcoming A.D.C. production which will be given on Oct. 28 and 30 in aid of the Famine Relief Fund.

Booking for holders of these advance tickets opens at Moutrie's on Wednesday, Oct. 20, at 9 a.m. two days ahead of general booking which commences on Friday, Oct. 22.

A big demand is anticipated for these tickets owing to the very deserving nature of the charity, and those who wish to avail themselves of this opportunity are advised to do so without delay.

A limited number of such tickets can now be procured at Moutrie's, or by applying direct to Mr. C. Blaker (Messrs. Gilman & Co.) who is supervising their distribution.

No less than four plays will be presented and all who witnessed the productions recently at the University will be delighted to learn that they are by Lord Dunsany. The pieces selected are "The Golden Doom," "The Glistening Gate," "The Promise of the King of the Isles," and "The Lost Silk Hat." They will be produced under the direction of Mr. W. Sinclair, whose work for the A.D.C. will always be remembered especially in connection with "Kismet" and "Pinkee and the Fairies." His talent for spectacular effects will be given scope in "The Golden Doom" and "The Promise of the King of the Isles," the latter being a Chinese play. "The Lost Silk Hat" is a modern work, while the other piece selected is a delightful fantastic. Rehearsals are proceeding well and the Amateur Dramatic Club may with confidence be expected to add further to their laurels.

CORRESPONDENCE.

THE INDO-CHINA MEETING.

[To the Editor of the "China Mail,"]

Sir.—The discrepancy in the point of view of the Board and the Floating Staff of the Indo-China S.N. Co. appears to be typical of most of the labour troubles existing in various parts of the world.

Wage earners did not strike for more pay during lean years, for when shareholders were getting little or nothing, they knew it would be useless to do so.

The last few years have been anything but lean to shareholders and workers out here, but the cost and standard of living have gone up and both classes are naturally desirous of getting as much for themselves as they can.

Could not an agreement be arrived at that the Staffs of the Companies be paid certain fixed wages with, in addition, a share of surplus earnings over those of say 1919?

The wage earners would then be assured of a comfortable living wage, with something over in all but the lean years, and the shareholders would to some extent know where they stood.

Some such arrangement should help to steady things up, and that is apparently what is needed at this stage, both in respect of Capital and Labour.

Yours faithfully,

ONE OF THE GENERAL PUBLIC.

Hongkong, Oct. 7, 1920.

RE INDO-CHINA S.N. CO., LTD.

MEETING.

[To the Editor of the "China Mail,"]

Sir.—Good for you! Go to it, and let us have some more. You have lots of points to deal with and the difficult task of commenting thereon, you might overlook the point that steamship companies do not hesitate to dictate to shippers by combining and raising freights. I suppose if anybody dared to state that such combines constituted "unwarrantable interference" the directors and shareholders will hold up their hands in amazement.

But the shareholders and directors of steamship companies resent any combine against themselves, unless such combines are prepared to "stop" when the former consider the limit has been reached. "Oh yes! You may have your Guild, but you must do what we tell you." That is the tenor of the remarks at yesterday's meeting.

Let them prove beyond all possible doubt that the demands of the Guilds are unfair and I am convinced that the Guilds will be the first to admit error. Can they prove it?

Wishing you all success in your good work.—Yours,

NOT A SHAREHOLDER OR MEMBER OF THE GUILDS.

Hongkong, Oct. 7, 1920.

LOCAL ACCIDENTS.

A SERIOUS FALL.

TELEPHONE LINESMAN INJURED.

A Chinese linesman employed by the Telephone Company, was yesterday removed to the Tung Wah Hospital suffering from injuries caused through falling from the verandah of the second floor of No. 9, Wong-zei-chong Road, Happy Valley. The man, it seems, was standing on the railing of the verandah fixing a telephone wire when he missed his footing and fell on the road. He was unconscious when picked up. Although his injuries were severe, hopes are entertained for his recovery.

OLD MAN'S ACCIDENT.

A Chinese, aged 60 years, living at No. 22 Square Street, was yesterday removed to the Government Civil Hospital suffering from injuries to his head caused through a window frame falling on him. He was walking in Tollywood Road outside house No. 259, when the accident happened. His injuries are not serious, and he would be discharged from hospital in the course of the next two days.

A JUGGLER'S SWORDS.

DANGEROUS WEAPONS.

MAGISTRATE ORDERS CONFISCATION.

Before Magistrate Dyer Ball this morning, a Chinese was charged, at the instance of Inspector Moore, with the unlawful possession of two Chinese fighting swords.

The defendant, who said that he was an exponent of the Chinese art of boxing, admitted possession. He said that he had come to Hongkong several times before with the swords in his possession, but had not been interfered with by the police. Consequently he thought that it was not an offence to possess the swords which he used to give exhibitions.

Inspector Moore said that the defendant was apparently a medicine hawk, as a basket of Chinese medicine was also found in his possession. Defendant traded on board junks travelling between here and Kowloon. His one accomplishment was that of a juggler, and he probably gave exhibitions as a sort of advertisement.

Remarking that the swords were dangerous weapons to possess, as they could be used with great damage to property and life, the Magistrate ordered their confiscation, and discharged the defendant, with a caution.

RATE WAR PREDICTED.

KEEN COMPETITION.

HUNDREDS OF FREIGHTERS IDLE.

That Japanese and British ship owners are planning to start the greatest rate-cutting war in history to overcome the lead of the American merchant marine, is the prediction of local shipping men here, says the *San Francisco Chronicle*. These forecasters point out that there are more than 200 freighters lying idle in Japanese ports, representing 400,000 tons of cargo-space, while in British ports, it is declared there are more than 300 vessels lying idle.

Shortly, according to the local forecasters, fleets of British and Japanese tramps will invade the American ports and begin the keenest war on American freight-carrying ships ever attempted.

If the American people wish to keep the American flag flying on vessels of the United States carrying freight and returning with cargoes from the four corners of the globe, they will have to support all the provisions of the shipping laws of this country to protect the American merchant marine, according to the shipping men here.

There is no question, shipping men say, that the British and Japanese can operate their vessels at a much lower cost than the American operators can, due to the lower wages and cost of operation.

Two Japanese freighters have been chartered to carry lumber from Puget sound ports to the United Kingdom at the rate of \$45, while figures from the Orient show that Japanese ships are willing to transport freight as low as \$4 a dead weight ton.

Local steamship companies here point out that for the past six years vessels of all nations have had no difficulty in obtaining full cargoes from and to all parts of the world, but that following the financial stringency throughout the world and the slump in freight-offerings it is imperative that American operators prepare for keen competition from the British and Japanese operators whose vessels have been forced to lie up at heavy losses due to the lack of cargoes offering.

Shipping men here say that within a short time vessels from Japan and Great Britain will come to ports of the United States in great numbers and at the lowest possible rates attempt to gobble up the trade of this country.

R. G. A. MAN IN TROUBLE.

A FURTHER REMAND.

DEFENDANT'S HEALTH WORSE.

Gunner J. C. Pearson, of the R.G.A., who was last week convicted by Magistrate Dyer Ball on charges of failing to pay for the hire of a motor boat, and unlawfully converting to his own use a gold ring entrusted to him by a Chinese woman, was again before the Magistrate this morning.

The defendant was so weak from the illness on account of which sentence was suspended that he had to be assisted into Court by Inspectors Grant and McNab Wilson.

Inspector Grant told the Magistrate that Captain Thornton had failed to attend Court, but even if he did attend, he (the Inspector) would not advise that the defendant be turned over to the Military authorities, as his condition had become worse since the last hearing. The Inspector handed the Magistrate the Medical Officer's certificate.

After examining the certificate, the Magistrate remanded the defendant for another week in police custody, during which time he was to undergo further observation.

TREASURE ISLAND.

NEW SEARCH PARTY.

INSTRUMENT TO FIND PIRATE GOLD.

To search for hidden treasure eight men have just passed through Ottawa on their way to the Cocos Islands, where they hope to recover vast quantities of gold and silver. The central figure in the group is Mr. Andrew B. Cullen, of Haliburton, Ontario, who is the owner and operator of a peculiar little instrument with which he claims to be able to discover any kind of metal. To this the expedition pins its hopes of finding fabulous riches.

The promoter of the venture, says the *Toronto Globe*, is Mr. McGrath, a New York millionaire, who is accompanying the group with a Swedish prospector. The latter has discovered a book and maps in the Hudson Bay district of Northern Canada containing directions as to the approximate location of riches hidden by the pirates of olden days. The little instrument is expected to do the rest.

Treasure estimated at £20,000,000 and said to have been buried in Cocos Island, about 500 miles southwest of Panama, by pirates early in the last century, has been the objective of several previous unsuccessful expeditions, one of which was undertaken by Earl Fitzwilliam in 1905.

TO-DAY'S ADVERTISEMENTS.

G. R.

IMPORTS AND EXPORTS OFFICE.

PUBLIC HOLIDAY.

THIS Office will be opened for all purposes from 9 a.m. to 12 Noon on MONDAY, the 11th October, 1920.

Licensed Warehouses will be entirely CLOSED on that day.

C. W. BECKWITH, Superintendent.

Imports and Exports.

Hongkong, October 7, 1920.

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 11th October, 1920.

Hongkong, October 7, 1920.

FOR SALE.

FOR SALE.—CHEAP NEW PACKING CASES, at WHITEWAY'S, 20 Des Voeux Road, Hongkong.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (For Account of the Consignor.)

on SATURDAY, October 9, 1920, at 10.30 a.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Lee House Street.

10 Cases Sardines in Tomato Sauce,
5 Cases Condensed Soup,
8 Cases Lanterns,
10 Cases Scouring Soap,
10 Cases Bobo Laundry Soap.

Terms:—Cash.

HUGHES & HOGUE, Auctioneers.

Hongkong, October 7, 1920.

NOTICES.

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PENINSULAR & ORIENTAL SAILINGS (South)

| S. S. | Tons | From Hongkong (about) | Destination |
|-----------|-------|-----------------------------|--|
| "NANKIN" | 3,000 | 1st Oct. at 10 a.m. | Singapore, Penang, Colombo, Port Said, Gibraltar, Mar- sailles & London. |
| "DUNEA" | 3,100 | 15th Oct. | Singapore, Colombo & Bombay. |
| "KASHGAR" | 3,200 | 29th Oct. | Marseilles, London & A.werp. |
| "NOVARA" | 3,300 | 12th Nov. | Marseilles, London & A.werp. |
| "SEALINE" | 3,400 | 26th Nov. | Marseilles, London & A.werp. |
| "DEVANHA" | 3,500 | 10th Dec. | Du. |
| "SICILIA" | 3,600 | 24th Dec. | Du. |
| "PLASSY" | 3,700 | 7th Jan. | Du. |

BRITISH INDIA-APCAR SAILINGS (South)

| | | | |
|-----------------|-------|-----------|------------------------------------|
| "GREGORY APCAR" | 4,000 | 13th Oct. | Straits, Hongkong and Calcutta. |
|-----------------|-------|-----------|------------------------------------|

EASTERN & AUSTRALIAN SAILINGS (South)

| | | | |
|--------------|-------|----------|---|
| "ST. ALBANS" | 4,500 | 7th Oct. | Thursday Island, Cairns, Townsville, Brisbane, Sydney, and Melbourne. |
| "EASTERS" | 4,600 | 1st Nov. | |

SAILINGS TO SHANGHAI & JAPAN

| | | | |
|-----------|-------|-----------|---------------------|
| "NOVARA" | 3,300 | 13th Oct. | Shanghai and Japan. |
| "EASTERS" | 4,000 | 14th Oct. | Japan direct. |
| "TAKASHI" | 3,200 | 21st Oct. | Shanghai and Japan. |
| "NELLOR" | 3,300 | 24th Oct. | Shanghai and Japan. |
| "DILWANA" | 3,400 | 27th Oct. | Shanghai only. |

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All Cabin fares fitted with Electric Fans free of charge.
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Consignees are reminded of the necessity to apply to the Company's Agents
regarding arrival of consignments, and of which they have received documents
or advice.
Any damaged packages must be left in the Godowns for examination by the
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on MONDAYS and THURSDAYS. All claims must be presented within ten days
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N. Y. K.

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| | |
|-------------------------------|--------------------------------|
| TAKASHI MARU (out. Singapore) | Thursday, 14th Oct. at 11 a.m. |
| TOYAMA MARU | Monday, 15th Nov. at 11 a.m. |
| TOYOHASHI MARU | Friday, 26th Nov. at 11 a.m. |
| FUSHIMI MARU (out. Manila) | Tuesday, 14th Dec. at 11 a.m. |

LONDON & ANTWERP via Singapore, Malacca, Penang,
Colombo, Suez, Port Said & Marseilles.

| | |
|--------------|----------------------------|
| MISHIMA MARU | Monday, 18th Oct. at Noon. |
| SADO MARU | Friday, 29th Oct. at Noon. |

HAMBURG, LONDON & ROTTERDAM via Suez.

| | |
|----------------------------|-------------------------|
| DABAR MARU (out. Yokohama) | Saturday, 16th October. |
|----------------------------|-------------------------|

LIVERPOOL & MARSEILLES via Singapore, Colombo
Suez and Port Said.

| |
|--|
| SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane. |
|--|

| | |
|------------|---------------------------------|
| NIKKO MARU | Wednesday, 20th Oct. at 11 a.m. |
| AKI MARU | Wednesday, 17th Nov. at 11 a.m. |

NEW YORK via Suez.

| | |
|--------------|------------------------|
| MORIOKA MARU | Tuesday, 12th October. |
|--------------|------------------------|

SOUTH AMERICAN PORTS via Cape.

| | |
|-----------|--|
| TOSA MARU | Sailing from Singapore ... Sunday, 17th October. |
|-----------|--|

BOMBAY & COLOMBO via Singapore.

| | |
|---------------|----------------------|
| YETOROFU MARU | Friday, 8th October. |
|---------------|----------------------|

CALCUTTA & BANGALORE via Singapore & Penang.

| | |
|--------------|------------------------|
| TOMIURA MARU | Saturday, 9th October. |
|--------------|------------------------|

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

| | |
|----------|------------------------------------|
| AKI MARU | Saturday, 16th October, at 11 a.m. |
|----------|------------------------------------|

SHANGHAI, KOBE & YOKOHAMA.

| | |
|---------------|------------------------------------|
| KAMAKURA MARU | Saturday, 9th October. |
| HAKODATE MARU | Saturday, 16th October. |
| TENSHIN MARU | Wednesday, 29th October. |
| INABA MARU | Thursday, 21st October, at 11 a.m. |

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NIPPON YUSEN KAISHA.
S. YASUDA, Manager.

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VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
"THE PATHWAY OF THE SUN."

| STEAMERS | TONS | LEAVE HONGKONG |
|--------------|--------|----------------|
| SIBERIA MARU | 20,000 | Oct. 15th |
| TENYO MARU | 22,000 | Oct. 25th |
| SEIYO MARU | 22,000 | Nov. 25th |
| PERSIA MARU | 22,000 | Dec. 2nd |
| KOREA MARU | 22,000 | Dec. 17th |

Leaving call at Shanghai. Calling at Keelung.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO,
SALINA CRUZ, BALBOA, CALLAO, MOLLENDU, ARICA & IQUIQUE.

Traverse by TRANS-ANDERSON ROUTE TO BUENOS AIRES.

| STEAMERS | TONS | LEAVE HONGKONG |
|------------|--------|----------------|
| SEIYO MARU | 14,000 | Nov. 9th |
| TENYO MARU | 15,000 | Dec. 9th |
| KIYO MARU | 17,000 | Jan. 10th 1921 |

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HEAD OFFICE: TIENTSIN.

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STEAMING COAL.

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We can supply the Best Steaming Coal on Short Notice
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Satisfaction Guaranteed.

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ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two slipways and can accommodate any craft
of 200 feet long.

Town Office: 64, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 454.
Shipyard: Shum-Sai-Po, Kowloon, Hongkong. Telephone No. 9.
Estimates furnished on application.

Hongkong, April 1, 1912.

NOTICES TO CONSIGNEES.

THE Steamship

"AFRICA"

From TRIESTE, VENICE, PORT
SAID, COLOMBO, PENANG
and SINGAPORE.

CONSIGNEES of Cargo are hereby
informed that all Goods are
being landed at their risk into the God-
downs of the Hongkong and Kowloon
Wharf and Godown Company, Ltd.,
at Kowloon, whence and/or from the
wharves delivery may be obtained.

Optional Cargo will be forwarded
unless notice to the contrary be given
before.
No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
15th inst. will be subject to rent.

All claims against the steamer must
be presented to the Underwriter on or
before the 15th inst. or they will
not be recognised.

All broken, chafed and damaged
Goods are to be left in the Godowns
where they will be examined on the
15th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned
by DODWELL & CO., LTD.

Hongkong, October 5, 1920.



MITSUBISHI SHOJI KAISHA, LTD.

(Mitsubishi Trading Co., Ltd.)

COAL, GENERAL IMPORTS and EXPORTS.

SOLE PROPRIETORS OF

TAKASHIMA, OCHI, MUTABE,

KISHIDA, YOSHINO, YAMAGUCHI,

HODU, NAKA, YATA, SAKO, SHIN-

NEW, KASU, DA, SIBAI, KAMITA,

MADA, and OYUBAI.

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SHIPPING

PACIFIC MAIL S.S. CO.
U.S. MAIL LINE.
Operating the New First-Class Steamers
"EDUADOR" and "VENUEZUELA".
"COLOMBIA"
HONGKONG TO SAN FRANCISCO
via SHANGHAI, KOBE, YOKOHAMA & HONOLULU.
THE SUNSHINE BELT
The most comfortable route to America and Europe.
Sailing from HONGKONG at NOON:
"VENUEZUELA" ... Wednesday, Nov. 11th
"EDUADOR" ... Wednesday, Nov. 18th
"COLOMBIA" ... Wednesday, Nov. 25th
PACIFIC MAIL S.S. CO.
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Telephone 111. Cable Address "SOLANO."

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TRANS PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers

SEATTLE-TACOMA-VICTORIA-VANCOUVER

via Kobe and Yokohama.

"NILE" 15th October.

further sailings to be announced later.
Through B/Ls issued to all Overland Common Points
in U.S. and Canada.

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THE Steamship

"VAN WAERWYCK"

To SINGAPORE, PENANG and BELAWAN DELI.

This Vessel offers excellent Cabin accommodation for Saloon-passengers.

Wireless Telegraphy.

For Freight and Passage apply to:

JAVA-CHINA-JAPAN LIJN,

Telephone No. 1574. Agents.

NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS DUE

FROM SHANGHAI.

| | |
|---------------|------------|
| Oct. 9.—B. F. | Titan. |
| 11.—B. F. | Stentor. |
| 14.—P. & O. | Dunera. |
| 15.—B. F. | Keelung. |
| 17.—B. F. | Torpedo. |
| Nov. 1.—B. F. | Torpedo. |
| 8.—B. F. | Antioch. |
| 10.—P. & O. | Dilwara. |
| 18.—B. F. | Elipson. |
| 22.—B. F. | Atrous. |
| 24.—B. F. | Tyden. |
| Dec. 6.—B. F. | Orestes. |
| 6.—B. F. | Thesus. |
| 19.—B. F. | Demodocus. |
| 19.—B. F. | Romeo. |
| 30.—B. F. | Hector. |

FROM JAPAN.

| | |
|------------------|----------------|
| Oct. 8.—N. Y. K. | Yetorofu Maru. |
| 8.—N. Y. K. | Tamaya Maru. |
| 9.—P. & O. | Nankin. |
| 11.—B. F. | Gregory Ancar. |
| 11.—N. Y. K. | Morioka Maru. |
| 21.—P. & O. | Kashgar. |
| 25.—B. F. | Peles. |
| 29.—B. I. A. | Torilla. |
| 30.—P. & O. | Alpore. |
| 30.—B. F. | Eastern. |
| 30.—B. F. | Jason. |
| 31.—B. F. | Idomeneus. |
| Nov. 8.—B. I. A. | Takada. |
| 11.—P. & O. | Novara. |
| 25.—B. F. | Idomeneus. |
| 29.—B. F. | Idomeneus. |
| 31.—B. F. | Agapenor. |
| Dec. 1.—E. & A. | Kanowna. |
| 3.—P. & O. | Somali. |
| 13.—B. F. | Memnon. |
| 16.—P. & O. | Deranka. |
| 20.—B. F. | Perseus. |
| 30.—P. & O. | Sidalia. |
| Jan. 4.—B. F. | Machson. |
| 20.—P. & O. | Plassy. |

FROM MANILA.

| | |
|----------------|------------|
| Oct. 18.—B. F. | Tenoc. |
| Nov. 18.—B. F. | Talhythia. |
| Dec. 4.—B. F. | Tyndarus. |

FROM JAYA.

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| Oct. 11.—J. C. J. L. | Tijlajup. |
|----------------------|-----------|

FROM BOMBAY.

| | |
|-------------------|--------------|
| Oct. 19.—N. Y. K. | Tenbin Maru. |
| 29.—P. & O. | Dilwara. |

FROM CALCUTTA.

| | |
|------------------|----------------|
| Oct. 2.—B. I. A. | Torilla. |
| 15.—N. Y. K. | Hakodate Maru. |
| 19.—B. I. A. | Takada. |

BELTS

We have now a splendid assortment of "natty" Belts in Black, Tan, Grey, and White leather.

Some with buckles attached, others with the new silver slide buckles which are neat in appearance and enable you to adjust your belt to a perfect fit.

All sizes in stock.

MACKINTOSH

& CO., LTD.

Men's Wear Specialists.

16, Des Vaux Road.

Telephone 29.

THE HARBOUR SWIM.

JOHNSTONE'S FINE WIN.

MISS RUBY YOUNG LADY CHAMPION.

In spite of the intermittent rain, a large crowd thronged the water front yesterday evening to watch the finish of the Harbour Race, while on the mainland another crowd watched the start of the race from the sea wall opposite the Railway Station. The harbour presented a busy scene with craft of every size and description following the competitors.

The ladies, ten in number, took the water soon after 5.30, followed by the men twenty minutes later. The opinion held by many that the men would not overtake the ladies, was proved correct when two ladies touched the sea wall on this side of the harbour before Johnstone won the men's event by swimming a good race to a strong finish. Considerable praise was due to Johnstone, who won with comparative ease, for his creditable feat in excellent time—23 min. 53.15 sec.

The start of the ladies' race was all that could be desired, the competitors taking the water together. For some distance, the lead was undecided, but as the swimmers passed the second mark boat, Mrs. Richmond and Miss Ruby Young gradually drew away, the former leading very slightly. Although these two swimmers drifted apart towards the end of the race, with Mrs. Richmond taking the more direct course, they kept level up to the sea wall of the dockyard, when Miss Young lost some ground in curving in. Mrs. Richmond, who was swimming strongly was now thought to be a certain winner, but Miss Young made a creditable spurt, and gradually overhauling her rival, won the race in fine style. The time was 37 minutes 10.35 seconds, a feat which was heartily cheered. Mrs. Richmond also came in for her share of the applause. Special congratulations are due to Miss Young in view of her youth. It should be a matter for no little pride for a girl of sixteen years of age to be the winner of such an important race.

The other ladies who finished the course were Miss D. Wittchell (third), Miss M. Ramsey, Miss A. Wheeler, Miss B. Jennings, Miss A. Dobinson, and Miss Enid Cornell, who were all given a warm reception as they came in. The Misses Wheeler and Jennings finished the course together, in 48 min. 32 sec., tying for fifth place. It is pleasurable to note that every lady competitor who finished the course was made the recipient of a prize. Sympathy was felt for Miss Rosebud Young who was much disappointed at being unable to compete owing to a bad cold. Miss Dolly May and Miss Vivian Young did not finish the course.

The start of the men's race was also good. Disappointment was felt that D. Lyon who came third last year after a hard struggle with D. Laing for second place, did not take the water. As in last year's race, Johnstone took the lead from the start, and never relinquished it, though he had difficulty in shaking off Laing, D. G. Frost and T. Logan, who kept together throughout, leading to a fine tussle at the finish. Logan tried his hardest, but Laing drew away with every stroke and was a good second. Logan was about to take third place, when Frost snatched it from him by a touch. Johnstone's win was a comfortable one.

The keen interest taken in the event by the ladies was a noteworthy feature of yesterday's race. Last year there was only one lady entrant, Mrs. Richmond, the first lady competitor for the harbour swim. This year, however, no fewer than ten

ladies started, only two failing to finish. This is a most encouraging sign, holding great promise, not only for our local events, but also for the time when the ladies of Hongkong will contest interport honours.

RESULTS.

The results were as follows—

- LADIES:
1. Miss R. Young (Time: 37 mins. 10.35 sec.).
2. Mrs. Richmond (Time: 37 mins. 42 sec.).
3. Miss D. Wittchell (Time: 42 mins.).
4. Miss M. Ramsey (Time: 42 mins. 10 sec.).
5. Miss A. Wheeler (Time: 48 mins. 32 sec.).
Miss Jennings (Time: 48 mins. 32 sec.).
6. Miss A. Dobinson (Time: 57 mins. 16 sec.).
7. Miss Enid Cornell (Time: 57 mins. 25 sec.).
Miss V. Young and Miss D. May did not finish the course.

MEN:

1. J. R. Johnstone (Time: 23 mins. 53.15 sec.).
2. D. Laing (Time: 26 mins. 21 sec.).
3. D. G. Frost (Time: 26 mins. 34 sec.).
4. T. Logan (Time: 26 mins. 35 sec.).
5. F. M. R. Pereira.
6. H. W. Knight.
7. S. A. Marshall.
8. J. V. Ramsey.
9. Sung in Tak.
10. G. Razavat.

Others who finished the course were: G. T. May, Ed. Wood, K. A. Mason, E. W. Radford, A. E. Simmons, I. W. McLeod, A. N. O'Neil, G. A. Carvalho, W. G. Ramsey, Leung Shui Tak, G. Keay, G. Court, F. Wheeler, Shek Wing Kwan, Leung Shui Man, Yeung Ping Kwai, Ho Pak Ping, Yip Kin Yung, and P. Le Hurey.

NIGHT CARNAVAL.

Following the Harbour Race, a night carnival was held, the proceeds being in aid of the Dr. Barnardo Homes. The V. R. Club was prettily got up for the occasion with flags, and bunting, and was illuminated by many coloured electric jets, presenting a picturesque appearance. The events, five in all, included an amusing obstacle race, fancy diving, duck driving competition, a ladies' long plunge and a dog derby. In spite of the inclement weather there was a large number of spectators. At the conclusion of the sports the prizes were presented to the winners and this was followed by a dance in the gymnasium.

The results were as follows—
Ladies' Long Plunge—Miss B. Jennings; 2. Miss Murphy.
Obstacle Race—1. W. Taylor; 2. J. V. Ramsey.

Mixed Team Race—1. Miss B. Jennings, Miss W. Lawson, Miss C. Smith, A. Botelho, R. Y. Frost, and V. Hast.

Fancy Diving Competition—1. H. Thompson; 2. G. V. Hall.

Ladies' High Dive—1. Miss B. Jennings; 2. Miss A. Wheeler.

Duck Driving Competition—1. M. A. Carvalho; 2. J. R. Soares.

Dog Derby—Cdr. Kilgour's dogs, 1st and 2nd.

The wreck of the R. L. M. S. "Mayo" as she lies on the Hasting sands in the Rangoon river was sold under orders from the Principal Port Officer, Burma, by Messrs. Balthazar and Son at their auction mart in Dalhousiestreet and realised Rs. 5,225. The purchaser's name is not available. There was a fair attendance, with a few Europeans, but mostly of members of the second-hand material business. The opening bid was Rs. 3,000 but bidding was far from brisk.

SHANGHAI SHIPBUILDING.

SIX SISTER SHIPS.

NORWEGIAN SHIPPING ENTERPRISE.

The sixth steamer built and engine by the New Engineering and Shipbuilding Co., of Shanghai, for the same owners, Messrs. Brunsrud, Klostetud & Co., of Norway, was launched last week and named the "Dukat." The ceremony of christening the vessel was performed by Mrs. Nilsen.

The "Dukat" and her sister vessels are built to Det Norske Veritas highest requirements, details being as follows:—

Length over all, 254ft. 6in.
Length between perpendiculars 242ft. 6in.

Breadth moulded, 37ft. 6in.

Depth moulded, 17ft.

The vessels are of the single deck type, divided into six watertight compartments and provided with a cellular double bottom for water ballast extending fore and aft. Water ballast is also carried in the fore and after peaks, the total capacity being 450 tons.

Her deadweight carrying capacity is 2,000 tons, and a speed of 10 knots is easily obtained under loaded conditions, the average speed obtained on trial under ballast being 11½ knots.

The vessels are built with clear holds, and the hatches are specially large for quick handling of cargo. The cargo handling arrangements consist of four tubular steel derricks to each of the two masts, three steam winches being fitted at the fore and after hatches and one mounted on the poop, making seven winches in all.

The propelling machinery, situated amidships, consists of one set triple expansion, surface condensing engines, having cylinders 18½ by 29 by 49 by 33 stroke, capable of developing 1,100 indicated horse power. Steam is supplied from two cylindrical return tube boilers, each 12' 6" diameter by 10' 6" mean length, working under natural draught and designed for a working pressure of 180lb. per square inch.

A complete auxiliary plant is installed in the engine room, comprising independent centrifugal pump, ballast pump, general service pump, auxiliary feed pump and a duplicate set of Weir's Independent Feed Pump working in conjunction with the Weir Surface Feed Heater using steam from the intermediate receiver of the main engine. A 10-ton evaporator is fitted, also an auxiliary condenser and automatic drain tank for dealing with exhaust steam from winches when working cargo in port.

The vessel is provided with steam windlass of the "Emerson" type and steam steering by the builders. Electric light is fitted throughout the accommodation and machinery space, and powerful clusters are arranged at cargo hatches.

COUNTERFEIT HERO.

SHANGHAI PAPER DUPED.

MARVELLOUS TALE OF BRAVERY.

It is the easiest thing in the world to deceive a newspaper man—providing the person doing the deceiving has proper credentials such as, for instance, the uniform of the American Navy. For the average American reporter that uniform is sufficient warranty of good faith. And because this is so some little embarrassment has been caused lately to men and officers of the American naval contingent now in port, and to others by reason of statements that were made in Shanghai by Chief Carpenter's Mate Douglas Crossley, who recently was assigned to duty on the U.S. destroyer "Elliot."

In the presence of two Shanghai newspaper representatives Crossley on Friday night unfolded a wholly marvellous tale of his own bravery, describing the rescue at the risk of his own life of the commander of a British warship while the war was in progress. For this deed of gallantry he asserted that on the following morning at 10 o'clock he was to receive the British Distinguished Service Medal from Sir Everard Fraser, British Consul-General. He told the story modestly and convincingly while entirely sober and he supplied a mass of details in support of what he said.

It was not late in the evening to warrant disturbing Sir Everard Fraser or officials of the British Consulate to obtain further confirmatory details of Crossley's story, but the next day a reporter of the China Press, which accepted Crossley's report, did approach the British Consul-General

MURDER CLUES.

A SOLITARY HAIR.

CRIMINALS BROUGHT TO BOOK.

A kitten, a button, a field-service postcard with no address—these are some of the clues mentioned in the Eastbourne beach murder.

To the uninitiated it does not seem much to bring the assassin to justice: to the skilled student in crime detection it represents a great deal, and far more than has often been the only guide to track down a murderer.

In another beach crime the detectives had a piece of shoe-lace, brown in colour and twelve inches long, to work upon. But it proved sufficient to bring Bennett to the gallows for the brutal murder of his wife upon Yarmouth beach.

Milson and Fowler were executed for the murder of an old gentleman resident in Muswell Hill. Beside his battered body was found a cheap lantern. But it had a defective shutter, and the police traced it to its owner—Fowler.

One solitary hair was found on the collar of a jacket worn by Sarah Milson, found murdered at No. 2, Cannon-street, City, a good many years ago. It led to the apprehension of William Smith, a Windsor tradesman, who ultimately confessed. His hair was a peculiar shade of red, and the solitary hair gave the detectives the clue they wanted.

Darby, alias Edwards, who murdered a London family, left on the mantelpiece of the little sitting-room where the crime was committed a match. It was not quite an ordinary one, being a wax vesta of a peculiar pattern. A woman living near, was able to say that she had sold a boxful to a man whom she accurately described. Darby was arrested, tried, and executed.

Dr. Crippen's conviction was mainly secured by the tiny piece of bloodstained pyjamas that was found on the top of the buried remains of his wife.

Dr. Lampson, who poisoned his youthful brother-in-law with a piece of cake in which he had inserted a plum filled with arsenic, travelled to Paris to buy the drug. But he had lost a front tooth by a recent accident. He was identified, and the murder brought home to him.

A streak of white in a brown moustache led to the arrest of Brinkley, who poisoned two people at Croydon with stout loaded with prussic acid. He bought the bottle at a "off-licence" shop, and the lad who served him was struck by his "streaked moustache like his uncle's."

A few crumbs led to the arrest of Mary Ansell, the degenerate executed for sending poisoned cake by post to her half-witted sister in an asylum. The crumbs were found in her box, and they corresponded with the piece of cake she had posted.

A farthing, a piece of apple pie, a morsel of toffee, a scrap from a medicine bottle, a fragment of a railway ticket, a glass marble, a child's toy—all these trivial articles have been the sole clues that have brought murderers to justice.—Daily News.

A bull charged the engine of an express train from Derby to Crewe. The animal afterwards rolled down the embankment with a broken neck.

There are still a number of men aboard of the "Altenburg," stranded on Lima Island, awaiting the final removal of the salvage gear and other tackle consequent upon the cessation of operations to refloat the ship. In fact, there is every probability of the liner being left to its fate as it is believed she has been condemned.

proach the British Consul-General and asked if the ceremony of awarding the medal had taken place.

"Why no," he replied. "I read the interesting account about it—but I do not know anything about it."

Following the disclosure that no medal had been awarded to Chief Carpenter's Mate Crossley, Lieut. Commander E. L. Gunther, in command of Crossley's ship, the "Elliot," issued a formal statement branding Crossley's story as wholly false. He also expressed his regret to Sir Everard Fraser and announced that proper disciplinary measures had been taken.

In the course of his narrative Crossley said that when he received the British award he would have in all ten medals and while now, in view of the circumstances, there may be some doubt about whether he has any medals or not, it is certain that he has achieved at least one kind of distinction, which is unique and which should bring its suitable reward.

SHIPPING CASUALTIES.

A MONTH'S LOSSES.

RETURNS FOR JULY POSTED.

The monthly return of casualties to vessels of 500 tons gross and upwards which have been posted in the loss book of the Liverpool Underwriters' Association during the month ended July 30 shows that 12 vessels of 26,025 tons gross were totally lost, compared with 18 vessels of 46,173 tons during the same period of 1919, and 17 vessels of 46,173 tons in July, 1918. The total losses last month included two British steamers of 5,339 tons, three foreign sailing of 3,869 tons, and seven foreign steamers of 16,817 tons. These losses were due—six to strandings, one to collision, four to fires and explosions and one missing.

The month's losses include (dealing only with vessels of over 3,000 tons) the British steamer "Germanicus," which stranded in the lower St. Lawrence, and became a total wreck; the Japanese steamer "Koyo Maru," which stranded on a voyage from New Orleans to Yokohama, with cotton, but floated; the Japanese steamer "Suki Maru," with coal, Newcastle, N.S.W., for Java, which stranded but got off damaged; the U.S. steamer "John D. Rockefeller," Newport News for Port Lobos, which stranded entering Tampico and was seriously damaged; the French steamer "Thyrgia," on fire at Marseilles, vessel and cargo seriously damaged; the British steamer "Marshall Palmer," sugar cargo, on fire, serious damage; the French steamer "Citmar," coal cargo, on fire at Aden; the British steamer "Upada, cotton" cargo, fire; the Italian steamer "Vincenzo," coal, on fire at Suez; the British steamer "Kathawar," on fire, put back to Colombo; and the Japanese steamer "Tenzan Maru," lost on a voyage from Monte Video for Antwerp.

JAPANESE IN SIBERIA.

"SPECIAL POSITION."

FAST ACQUIRING MONOPOLIES.

Various plans are afoot which give Japan an even more distinct "special position" in Eastern Siberia than she possesses in China. There are the fishery, mining, and other rights auctioned by the Japanese military headquarters of the army of occupation, the control of the railways, and so on. Among the various financial schemes reported is a plan for a bank of which only Japanese and Russians may be shareholders, and of which four-fifths of the capital is to be Japanese. This bank will be in a supreme position in Siberia, and as the Russian laws, which are very strict against concessions will apparently be relaxed only in favour of Japanese, it will not be long at the present rate of progress before Japan has a monopoly of all things in Siberia. So far no question seems to have been raised regarding the open door, equal opportunity, or any other antiquated shibboleths such as hamper the freedom of action of progressive countries, says the Japan Chronicle.

PASSENGERS.

DEPARTED.

For P.M.S. as "Colombia," yesterday—Mr. R. Appel, Mr. and Mrs. E. Abraham, Mrs. D. Anderson, Mr. D. L. Blanton, Mrs. J. Bertolone, Master L. Bertolone, Miss E. Best, Mr. and Mrs. F. Banks, Mr. and Mrs. A. Barretto, Mr. C. A. Bens, Mr. Jose Brinson, Mr. F. F. Berry, Mr. J. Beltramo, Major J. A. Crook, Mrs. E. Collier, Mr. A. C. Carasco, Mr. E. P. Chandler, Mrs. A. Coates, Mr. O. Canseco, Mr. A. Conrad, Mrs. G. W. Drollette, Mrs. J. J. Edwards, Miss W. Elliot, Miss M. Engstrom, Mr. Walter Ford, Lieut. Col. M. Greer, Mr. E. J. Grant, Mrs. P. J. Hobson, Miss E. Hutton, Mr. and Mrs. H. Haines, Mr. Dean J. Hanson, Mr. and Mrs. L. De Jough, Mr. H. Lopez, Mr. P. M. Luce, Mr. J. G. Logan, Mr. G. Lerriso, Miss A. Morrison, Mr. J. Maners, Mr. T. Manning, Mrs. M. Mattinson, Mrs. B. Miller, Mr. and Mrs. H. Molden, Mr. E. Molito, Mr. B. W. Munk, Miss E. McEvers, Mr. H. Nolasco, Mr. J. Orme, Mr. M. Oda, Mr. R. Povine, Mr. R. H. Ritter, Mr. D. H. Sammanjo Boly, Mr. R. Miller, Mr. and Mrs. A. Radomski, and Mrs. Renillard, Miss A. Radomski, Dr. and Mrs. C. A. Swan, and inf. t. Mrs. J. M. Swan, Master H. Swan, Mr. J. E. Searor, Mr. H. A. Stringfellow, Mr. C. A. Scott, Miss Savelli, Mr. T. Shimidzu, Mr. J. Oram Sheppard, Mr. H. J. Timmerman, Mr. J. H. Underwood, Mr. and Mrs. A. Van Der Endt and infant, Mr. B. Wortman, Capt. A. Wyngard-Wright, Mr. C. A. Wagner, Mr. R. J. Weir, Mr. Y. Yazu, Mr. and Mrs. E. E. Wilkins and Mr. and Mrs. McLean.

NOTICES.

DAIRY FARM NEWS.

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Messrs. Whiteaway Laidlaw

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ON SHOW TO-DAY

THE

Newest Millinery.

New Velour Hats

New Velvet Hats

New Fleecy Hats

New Glazed Hats

THE LATEST LONDON CREATIONS

UNCOMPARABLE PRICES.

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A CHOICE SELECTION

OF

Misses' and Children's Millinery

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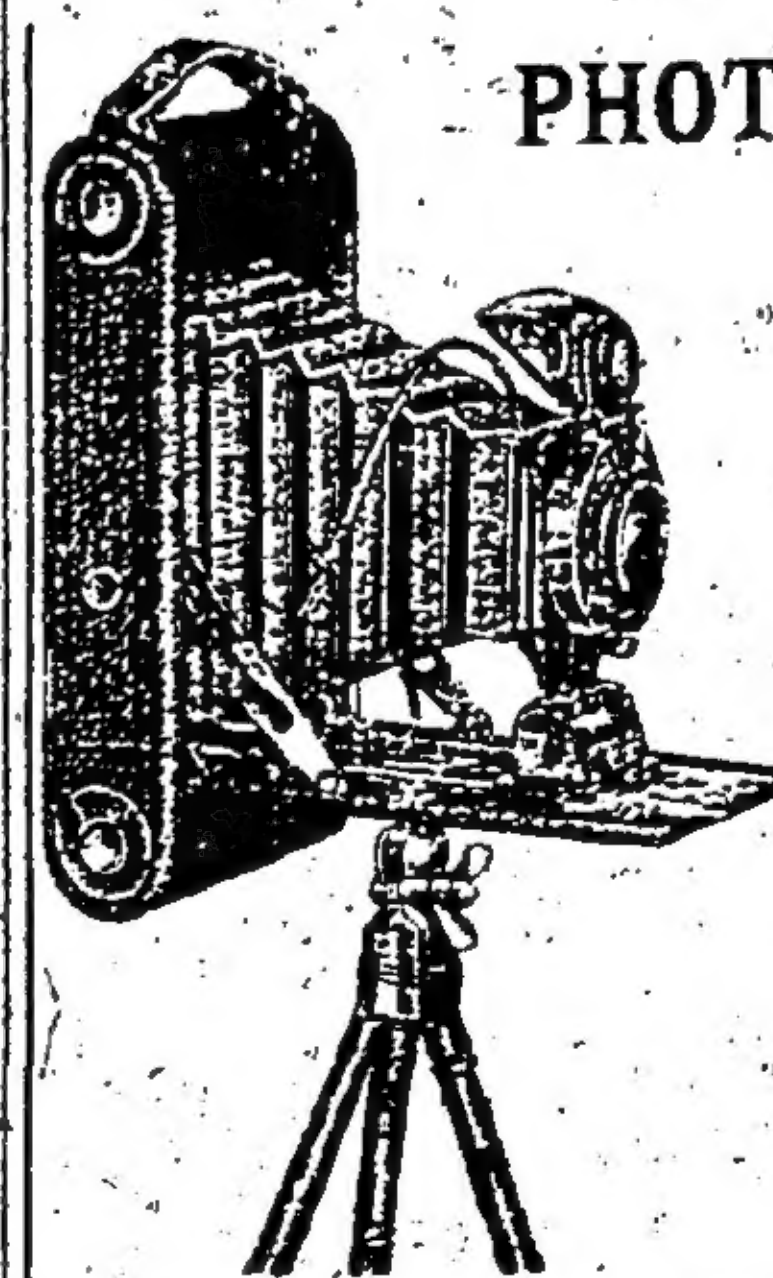
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FIRE

EXTINGUISHERS.

PYRENE FIRE EXTINGUISHERS.

A hand device, simple pump operation. For household, office, motor cars and electrical work. A harmless and non-damaging liquid used. Stocks and refills carried.

CHEMICAL FIRE ENGINES.

Tested to 300 pounds, portable hand operation, capacity 40 gallons. Stocks carried. Quotations given for motor appliances by well-known makers.

BOYD'S FIRE EXTINGUISHERS.

Manufactured in two sizes, 2 and 5 gallons. Copper finish, tested to 300 pounds. An approved Extinguisher. For ships, warehouse, factory or shop. Stocks carried.

SOLE AGENTS IN

CHINA, HONGKONG

— AND MACAO.

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES.

(Continued from Page 6.)

AMERICAN PORTS.

VANCOUVER.

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| Oct. 10. | W. L. Macquar. |
| 11. | O. S. K. Arizona Maru. |
| 12. | D. L. Nevada Maru. |
| 13. | W. L. Macquar. |
| 14. | O. S. K. Arizona Maru. |
| 15. | C. P. O. S. Empress of Russia. |
| 16. | D. L. Nevada Maru. |
| 17. | C. P. O. S. Empress of Russia. |
| 18. | A. L. Eldridge. |
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VICTORIA.

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| Oct. 10. | W. L. Macquar. |
| 11. | O. S. K. Arizona Maru. |
| 12. | D. L. Nevada Maru. |
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| 14. | O. S. K. Arizona Maru. |
| 15. | C. P. O. S. Empress of Russia. |
| 16. | D. L. Nevada Maru. |
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SEATTLE.

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| Oct. 10. | W. L. Macquar. |
| 11. | O. S. K. Arizona Maru. |
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TACOMA.

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| Oct. 10. | W. L. Macquar. |
| 11. | O. S. K. Arizona Maru. |
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PORTLAND.

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| Oct. 10. | W. L. Macquar. |
| 11. | O. S. K. Arizona Maru. |
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SAN FRANCISCO.

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LOS ANGELES.

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| Oct. 10. | W. L. Macquar. |
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VALPARAISO.

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| Oct. 10. | W. L. Macquar. |
| 11. | O. S. K. Arizona Maru. |
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NEW YORK.

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| Oct. 10. | W. L. Macquar. |
| 11. | O. S. K. Arizona Maru. |
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BOSTON.

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| Oct. 10. | W. L. Macquar. |
| 11. | O. S. K. Arizona Maru. |
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DURBAN AND CAPE TOWN.

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| Oct. 10. | W. L. Macquar. |
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EUROPEAN PORTS.

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| Oct. 10. | W. L. Macquar. |
| 11. | O. S. K. Arizona Maru. |
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GENOA.

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| Oct. 10. | W. L. Macquar. |
| 11. | O. S. K. Arizona Maru. |
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MARSILLES.

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| Oct. 10. | W. L. Macquar. |
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HAMBURG.

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| Oct. 10. | W. L. Macquar. |
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CHAMBERLAIN'S PAIN BALM.

There is nothing so good for musculo-rheumatism, sprains, lameness, cramps of the muscles, bruises and lacerations as Chamberlain's Pain Balm. It will effect a cure in less time than any other treatment. For sale by all Chemists and druggists.

ABOUT YOUR DAUGHTER.

No Longer a Child.

If your daughter is pale, complains of weakness and depression, feels tired out after a little exertion; if she tells you of headache or backache, do not disregard those warnings. Your daughter needs help for she is most probably suffering from bloodlessness.

Should you notice any of these disturbing signs, lose no time but procure for her Dr. Williams' pink pills for her unhealthy condition is bound to lead to unhealthy womanhood.

While Dr. Williams' pink pills can accomplish its mission by the case of Miss Eula M. M. Mortier, a young lady school-teacher residing at "Lake Wood" Cinnamon Gardens, Colombo, Ceylon.

"About 5 years ago I was a great sufferer with asthma and was also very anemic," she said. "I became extremely thin and weak, with a constant tired feeling. My face was pallid, my eyes were sunken in deep dark circles and had a nasty pain behind them. I was unable to do any work."

"So poor was my appetite that it was only a pretence for me to sit at the table at all. I had a hacking cough and a very bad pain in the chest which made me get very little sleep. The asthma caused me difficulty in breathing, particularly at night. Night sweats worried me a great deal and I got into a thoroughly low-spirited and depressed condition."

"After trying various medicines without good result I gave Dr. Williams' pink pills a trial on the advice of my father. These brought about a wonderful improvement. My appetite began to pick up and I could again enjoy my meals. My spirits rose and I regained lost flesh and colour. As I continued with the treatment the asthma which had troubled me for three years disappeared altogether. I lost my troublesome cough, the pain left my chest, my breathing became regular, the night sweats ceased and I was able once more to enjoy a good night's sleep, awoke in the morning rested and refreshed. I owe my cure to Dr. Williams' pink pills and am always pleased to recommend them to any sufferer I find."

Dr. Williams' pink pills for pale people enrich the impoverished blood, and by doing so they repair waste and prevent disease. They give to sickly drooping girls health, brightness, and charm, with colour in the cheeks, sparkling eyes, a light step and high spirits. Let your daughter begin them to-day; any dealer supplies these pills; or they can be obtained, one bottle for \$1.50, six for \$8.00, post free, from Dr. Williams' Medicine Co., 36 South Street, New York.

Writing from Changchow on Aug. 31, a correspondent of the San Francisco Chronicle stated:—Dr. John Dewey, American exchange professor, at the University of Peking, visited Changchow lately in the course of a mission-lecture tour of China at a time when the city was observing a holiday and 1,080 Chinese Buddhists, becoming priests, suffered holes to be burned into their heads as a token of their religious vows.

The holiday was a spontaneous affair arranged by a group of devotees of the Changchow Buddhist monastery, then graduating a class of novices into the priesthood. Chinese had come from all parts of the country in response to a call the monastery sent out. The Buddhists at the same time honoured the victims of the Taiping rebellion who were killed sixty years ago.

The Buddhist ceremony of ordination in China follows ancient lines that are barbaric—in the eyes of the Occidental—and this explains why the shaven polls of the priests the traveller meets are marked with deep-pitted scars. The novitiate is a matter of forty days usually and at its close, as a climax of the temple ceremony, upon the shaved heads of lines of kneeling novices are placed lighted cones of highly inflammable incense. These sink into the flesh as a chorus prayer issues from the throats of the assembly. Upon the head of the most devout—those taking the "full vow"—is placed a circle of twelve smouldering incense heaps.

THE CHINESE MERCHANTS BANK, LTD.

HEAD OFFICE: Alexandra Buildings, Charter Road.

General Banking and Exchange business transacted.

Loans granted on approved securities.

Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department.

R. C. LAU, Chief Manager.

Hongkong, Aug. 17, 1920.

THE INDUSTRIAL AND COMMERCIAL BANK, LTD.

HEAD OFFICE: 3 Des Voeux Road, Central.

Branches: Shanghai, Hankow, Canton, Hongkong, Peking, Tientsin, etc.

General Banking and Exchange business transacted.

Loans granted on approved securities.

Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department.

R. C. LAU, Chief Manager.

Hongkong, Aug. 17, 1920.

BUDDHIST CEREMONY.

ANCIENT RITES.

AMERICAN PROFESSOR'S IMPRESSIONS.

Writing from Changchow on Aug. 31, a correspondent of the San Francisco Chronicle stated:—Dr. John Dewey, American exchange professor, at the University of Peking, visited Changchow lately in the course of a mission-lecture tour of China at a time when the city was observing a holiday and 1,080 Chinese Buddhists, becoming priests, suffered holes to be burned into their heads as a token of their religious vows.

THE CHINESE MERCHANTS BANK, LTD.

HEAD OFFICE: Alexandra Buildings, Charter Road.

General Banking and Exchange business transacted.

Loans granted on approved securities.

Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department.

R. C. LAU, Chief Manager.

Hongkong, Aug. 17, 1920.

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HEAD OFFICE: 3 Des Voeux Road, Central.

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Loans granted on approved securities.

Current Accounts

